





# IREDELL EXPRESS.

EUGENE B. DRAKE & SON,  
EDITORS AND PROPRIETORS.

Statesville, Friday, February 11, 1889.

Persons desiring to submit to us, for publication, should send their communications to the Editor, care of the Express, and not to the printer. Communications should be sent to the Editor, care of the Express, and not to the printer. Communications should be sent to the Editor, care of the Express, and not to the printer.

## Furniture, Fine and Plain.

Attention is directed to the advertisement of J. M. Sanders & Co., of Charlotte, in this issue, who offers for sale the largest, best, and cheapest stock of Furniture to be found in the West. We have been through the Ware-rooms of this firm and know what we write.

## Organize.

We notice that our Democratic contemporaries are agitating the question and making preparation for organizing for the next Congressional election, in this State. The last Winston Sentinel has a column or so devoted to that subject, and suggests that the Democrats hold meetings during the terms of the Spring Courts, now soon to commence, for the purpose of effecting better organization, and to appoint delegates to nominate a candidate for this district, at the same time expressing a decided preference for Mr. Seales, the present member. As yet, we have heard no suggestions, and seen no move made by the Whigs to organize their forces, but suppose that they will likewise be in the field with a candidate. If such is their intention, it is beginning to be high time that they were organizing upon the subject, and at an early day make arrangements for selecting their standard-bearer. Who that person shall be, we have not the least idea now, and, therefore, can express no preference, for we are not enough acquainted in the district to select any particular individual, supposing that we were the least inclined to forestall public opinion, which we are not. Doubtless there are in the district, many gentlemen, who would in gallant style contest the field with Mr. Seales, if he should be the nominee of the Democrats (and we have little doubt he will be), or any other member of the party. It remains, then, for the Whigs to follow the example of their opponents, and in due time begin to organize their forces, and not allow the contest to go by default, which we do not believe is their intention. In furtherance of this object the proper way to proceed, we think is, to hold a convention, and let all the communities in the district send delegates, whose duty will be to select a candidate, upon whom the Whigs will unite. And we would suggest, that such meeting be held for Iredell county, on some day during February Court.

## Personal.

We were pleased to see our friend A. K. SIMONTON, member of the House, at home last week. His visit home was on account of sickness in his family. Mr. Simonton seems to have improved greatly during his stay in Raleigh, and from all accounts has become quite popular among his fellow-members. Long life to the Capt.

## Off Duty.

The Senior having supplied himself with everything necessary to his comfort took his departure on Monday morning for Charlotte, leaving the Editorial Chair deserted, and the subs in work up to their elbows; therefore, the effusions of his quill is scarce this issue, for which we beg the kind indulgence of our readers.

We return our thanks to A. B. F. Gaither, Esq., for a copy of the speech delivered by Ed. Graham Haywood, Esq., on his eligibility to ascend in the House of Commons.

Also, to Messrs. Simonton and Ramsey for copies of the Revenue Bill and Capt. Wilkes' Report upon the Deep River country, and to the Hon. L. O'B. Branch for his Report from the Committee on Cuban affairs, &c.

The Legislature it is thought will adjourn about the 19th instant.

The Western Extension, which was rejected on its second reading in the House, was reconsidered on Friday last and was set for special order on Thursday, the 19th instant.

We refer our readers to the sale of the estate of Placebo Houston. See advertisement.

## The Homestead Law.

The Salisbury Watchman, has the following just remarks upon the bill now before the Legislature for a Homestead Law. We are surprised that any member should oppose the passage of an act so well calculated to prevent emigration from the State, and to secure the comfort of families, as such a law would secure, without doing violence or injury to any.

"As to the propriety of passing some such law, we have no doubt. We believe that if our Legislators had, forty years ago, turned their attention to this subject, North Carolina would today, be better off in wealth and population, by many thousands. No man, can doubt but that the action of the new States, on this very question, has drawn North Carolina of thousands of her citizens, and that they are now making up that power which is wresting from us strength and influence in the councils of the Nation.

curing to them a permanent home, beyond the contingencies of misfortune and affliction, and you have accomplished much towards ensuring a population equal to the capacity and development of the resources of the State.

And by the operation of the same law we may confidently expect a curtailment of credits, and consequently a diminution of the incident vexations, troubles and losses. Time, money and energy would be saved in this way, and soon be productive of good results on the social and physical condition of the people, as it would as surely stimulate business.

It will be seen our representatives, Messrs. Fleming and Hall, voted against this bill. The poor men of the country will never forget how they glorified free suffrage as the right of the poor man. Free suffrage gave votes to the democracy, but these democrats would not give poor men the assurance of a home by supporting this bill."

## The Coalfields Railroad Bill.

As a matter of public interest we lay before our readers, this week, the bill which was passed to afford State aid to the Coalfields Railroad.

AN ACT to aid in the Construction and Equipment of the Western Railroad, from Fayetteville to the Coal Fields.

Sec. 1. Be it enacted, &c. That the Public Treasurer is hereby authorized and directed to sell the Coupon Bonds of the State, to an amount not exceeding four hundred thousand dollars, signed by the Governor, countersigned by the Public Treasurer, and sealed with the great seal of the State, bearing six per cent. interest; the principal payable at the end of thirty years from the date thereof, and the coupons of interest payable semi-annually in such form as the Public Treasurer may direct to be made payable at such time and place as may be agreed upon by the Public Treasurer; and that the Public Treasurer shall pay over the said sum of four hundred thousand dollars to the President and Directors of the Western Railroad Company, at such times and upon such conditions as are herein provided; *Provided*, said bonds shall be sold at not less than par value, and the principal and coupons shall be payable at the same time and place as those of the State herein before directed to be issued and paid over to the Western Railroad Company; and to secure the principal and interest of said bonds issued by the Western Railroad Company, the State of North Carolina shall by this act, lend its full faith and credit to the said bonds, both real and personal, which they may now have, or may hereafter acquire, between the Cape Fear River at Fayetteville and the terminus of said road in the Coal Fields, including that at both points, together with all the rights, franchises and powers thereto belonging, or in any way appertaining, or that may hereafter be acquired, to said Company, which lien shall be more effectually secured by a mortgage duly executed by said Company to the State, and registered in the Register's office of the Counties of Cumberland, Harnett, Moore and Chatham; and for the better security of the said bonds, the interest upon said bonds until the completion of said road, the Company deposit with the Public Treasurer good and sufficient bonds made by individual Stockholders or persons interested in said road, amounting to fifty thousand dollars, to secure the payment of the interest as aforesaid, which said bonds shall be available to the Public Treasurer, and shall be deemed due and payable at any time prior to the completion of said road, if the said Company shall fail to pay the interest on the bonds given in exchange for the bonds of the State; which bonds shall upon the payment of the interest, to the completion of said road, be surrendered by the Public Treasurer to the said Company.

Sec. 2. That the bonds of the State hereby authorized to be sold for the Western Railroad Company shall be sold as follows: when it shall be certified by the President of said Western Railroad Company that twelve miles of said road have been completed, and put in operation, said Company shall be entitled to receive one hundred thousand dollars; and whenever the President shall certify that the whole road to the Coal Fields has been completed and put in operation, and that an additional sum has been raised by said Company, making the amount of four hundred thousand dollars (exclusive of State bonds) have been expended upon the completion of the road, and the final sum of one hundred thousand dollars shall be delivered to said Company.

Sec. 3. That the income of said Company after paying the current and necessary expenses, shall first be applied to the payment of the interest on the bonds hereby directed to be delivered to the Public Treasurer, and of the remainder, ten per cent. shall be set aside and permanently invested for the purpose of creating a sinking fund for the final extinguishment of the debt; the balance may be divided among the Stockholders, as said Company may direct, it being the intention of this act to pledge the whole net income of said Company, for the first instance, to the liquidation of the interest on the bonds, and then to provide for their final extinguishment.

Sec. 4. That the State shall have the privilege at any time within eight years from the passage of this act to subscribe stock in said Company to the amount of four hundred thousand dollars, in shares of one hundred dollars each; and upon certification of stock being issued to the State by said Company for the same, to surrender the bonds of said Company which had previously been delivered to the State under the provisions of this act.

Sec. 5. That the board of Internal Improvements shall have the right under this act to send an agent of the State annually to examine into the condition of said Railroad Company, and to report the same to the Governor and Council.

Sec. 6. That in case any Railroad Company shall be incorporated hereafter, running easterly from the town of Fayetteville, or if the Wilmington and Weldon Railroad Company, or the Wilmington, Charlotte and Rutherford Railroad Company, shall ever build a branch under their charter, than the said Western Railroad Company shall join in the erection of any warehouses and passenger sheds that may be necessary to render such connection as perfect as possible, and regularly use the same for the reception and delivery of all passengers, goods and other articles which may be transported by said Company shall not discriminate by its charges against the company or companies so connecting with its railway.

Sec. 8. That in case of a Railroad being built so as to connect any point or points to the eastward of Fayetteville with the Coal Fields, by means of the Western Railroad,

then and in that case, the depots, yards, &c. of the Western Railroad shall be used in common with such connecting roads, on behalf of the passengers and freight, and the said depots, yards, &c., and agreeing to contribute a proportion to the repairs and improvements thereon.

Sec. 9. That in the payment of any interest which may accrue on the bonds of the State, before the completion of the road, the President of said road shall be required to make cash that no part of said amount of interest has been derived from the sale of the bonds of the State.

Sec. 10. That the 22d section of the charter of said company be amended so as to read as follows: That said company shall have power to construct branches to said road, or to connect with any other railroad that may be constructed; *Provided*, that no such branch shall cross any Railroad now in existence, or in progress of construction, excepting the Wilmington and Weldon Railroad; any contract that may be entered into with any other Railroad Company, by the President and Directors of the said company, after the consent of a majority of the stockholders first obtained, shall be binding on said company; and this act shall be in force from and after its ratification.

## Correspondence.

### OUR HOME CORRESPONDENCE.

For the Express.

#### Woman's Mission.

What is it? To dress, flirt, talk nonsense, court the admiration of gentlemen, wring hearts and break them, merely to gratify a groveling passion? No! I answer no! with all the enthusiasm of woman's nature, (No flattery to my sex.)

God has endowed her with peculiarities—the noblest, the holiest, the most exalted of the whole human race; and it remains for HER to decide whether or not, she will turn them aside from their proper channel.

Her noble and responsible mission, is, to fill the young, ingenious heart with pure and holy thoughts; to point the ambitious but youthful aspirant to the "Lamb of God," that he may, at the foot of "Calvary's Cross," win for himself that fame which is not of earth, lasting and imperishable as the love of the Eternal Father; to diffuse light, joy, and gladness about the hallowed social circle, to glide with noiseless steps to the couch of the suffering poor, and with woman's inherent gentleness, perform all those nameless kindnesses which come within the sphere of her mission. Glorious, noble, god-like mission! But alas! how few, how very few, among the countless millions that people this vast globe, who are fully alive to the reality of their responsible duties.

Daughters of America, "the land of the free, and the home of the brave,"—arouse yourself to a sense of duty. Where is all your boasted pride? Where are the results of your noble mission? They are not to be found; and why? Because you are engaged in the more ennobling work of earning for yourselves the detestable epithet of "fast young ladies."

#### Letter from the Man in the Moon, to JONIE, loveliest of Earth's Daughters.

FAIR LADY: You will probably think me very presuming, still, I shall commit myself, and hope for a degree of clemency, which I think your high-souled nature will kindly award. A Herculean task is before me; yet I am animated to perform it. The subject I approach is one of delicacy and daring, and has caused many a face to pale, and moved the nerves of many a brave heart. I looked on your fair face from my cloud-capped throne, and my soul met its duplicate. A propitious glance from you, an approving smile, or one hope-inspiring whisper from your voice of melody, would metamorphose my whole inner life. And may I not hope that the soft radiant light from your kingdom, which so enhances the beauty of the earth, in the still grandeur of night, elicits a thought of regard from you—the hushed breath and wealth of hallowed light that floats so dreamily, whispers to the listening heart of a brighter sphere. When the blooming fields are bathed in this gorgeous light, does not your soul unfold its spirit-wings, and leave all earth's brightness to linger amid the far off loveliness of a fairy land, speculating on what kind of beings might dwell there? I have often seen your upward glance at my face, and flatter myself it is so. I have watched you with intent interest; my beams have penetrated your window-curtains when your mind was so absorbed in your books you were unconscious of my presence, and observed the development of no ordinary powers. I have seen with what ease you penetrate the mysteries of science, delighting in the beauties of classic lore, and conversant with all that is great in the doings of man. There is a magnetism in your mind that speaks to the soul—I felt the influence of your mental power when I first saw you, and as some of your earthly knights would remark, I've had the "heart-burn" ever since. You deserve a higher destiny than is meted out to you on earth, and I propose to make you queen of my heart, and queen regent of my dominions, and you can ever dwell in the lofty aerial regions which your exquisite taste has so often beautifully portrayed, and where the glowing ideal creations of your mind will become a glorious actuality. Fair one! suffer not yourself to be influenced by the hand-box, stashed in the last end of the chapter; with curled whiskers, prim roach, and devotional looks, they won't do "to tie to" always. They doubtless will exert themselves to prevent your heeding my proposition, by giving meretricious appellations, such as "Fair round cheese of loveliest

mould."—But be a sensible lady, and regard them with due contempt; and if I deserve the name, you'll like cheese, I hope. They may also compare me to an owl, and tell you I can only see at night,—thus displaying their wit at my expense. You are probably aware when their spasms of devotion are at their climax, they make a gigantic effort to say something "highfalutin," and be very sentimental and romantic, rhyme without mercy, and continually writing your name in connection with it. (In all probability your name is labelled on the bottles of more than one modern Esculapius at this time,) and my name must be brought in too in their rhyming effusions as

"The Moon's fair beam, the charms of night,  
Not half so fair as my love's light."

But they are decidedly verdant; such language is the excess of folly. But I don't apprehend that it will influence one who is in every respect the incarnation of sweetness and romance—the embodiment of all that is beautiful and lovable in existence.—But all ladies love poetry and flowers; so perhaps it would be justifiable in me to rhyme a little now, and relieve this monotony.

When'er I gaze on that fair brow,  
I at Love's altar bow;  
I ask of heaven no brighter boon,  
Than that to make Bride of the Moon.  
Thy nymph-like form and gently step  
Have stirred my heart to its very depth.  
The rose-tint on thy lovely cheek,  
And eyelids that on thy love's quest

The lustre of thy soul-like eye  
Might rival even the moonbeams high;  
Thy rare, rich voice of music tone  
Can cheer this heart that beats so lone;  
And when thy mind its stores reveals  
Love's magnet o'er us gently steals.  
Would I could touch an angel's lyre,  
And in your heart deep love inspire.

I'm not a demonstrative character, (you know moonbeams are proverbially cold), and never fully express the wild deep emotions that overwhelm my soul; and yet that I'm susceptible of feeling is eminently true. I hope that you'll decide on my proposition soon, and favorably. I have made you no ordinary offer, as you are aware. Transfer your reply to Luna Castle, by the Western Moonbeam Mail.

Yours, with the deepest devotion,  
THE MAN IN THE MOON.

To JONIE,  
Statesville Female College.

### OUR S. C. CORRESPONDENCE.

For the Express.

#### Dancing.

MESSRS. EDITORS:—We notice in your number before the last, a quotation from one of your North Carolina exchanges, in regard to dancing, in which, we think, the author manifests an ignorance of the nature of the Jewish dances.

If he will but take the trouble to contrast the character of this species of amusement with its character as conducted by the Jews and their contemporaries, he will not think it strange that "some of our ministers look upon dancing as sinful." When we appeal to the Bible as endorsing our views, we should be certain that it refers in the passage quoted to the VERY THING which we are attempting to establish by its authority. We should ask ourselves, in regard to the subject now before us, are the modern dances the same as those recognized by the Bible?

But before noticing this question, let us enquire, what was the opinion of the ancient pagan nations in regard to dancing. We are told that it was at a very early age incorporated into their religious service. The dance enlivened all their processions and festivals in honor of their gods. "No triumph was rightly celebrated without the aid of the dance." It was regarded as an act of religious homage. But from being regarded as a demonstration of religious feelings, it came gradually to be resorted to as appropriate for all remarkable and joyous occasions. This perversion, from a strictly religious use, was not effected without a struggle, and those perverting it, were, at first, regarded as "profane and infamous." Hence the Patriarch Job spoke of this species of dancing as characteristic of the wealthy ungodly families. For, says he, They send forth their little ones like a flock, and their children dance. (Job 21: 11.)

This inspiring amusement, though exceedingly popular in the classic ages of Greece and Rome, yet fell into great disrepute. It was considered beneath the dignity of rank and character to engage in dancing. Cicero says, "no one dares unless he is either drunk or mad." But let us turn to the question, Does the Bible encourage and legalize dancing as now practiced? We do not deny that it recognizes dancing; but was it the dance of modern character? The Jews had dances, but they were of a sacred character, and were so regarded and indulged in by them. They commemorated their anniversaries, and occasions upon which the Divine favor and goodness were manifested to them, and dances, as a means of drawing forth and giving expression to their religious feelings.

We do not believe that a single instance can be referred to in the Sacred Volume which speaks favorably of dancing, except it be of a devotional character.

We are not to suppose, that because our Saviour and the inspired writers allude to the manners and customs of their age, to illustrate some religious principle or doctrine, they thereby approve of these customs. The case of the prodigal son cannot be looked upon as giving license for modern dancing.

ing. It is a parable, and dancing is but a part of the drapery in which a great truth is clothed and was sent forth to the minds of the Jews. It is a little strange that any one would bring up the case of Herodias, as an instance in which the Bible legalized dancing. Because she who could pleasurably demand the head of one of God's ministers, danced in the court of a wicked and God-defying monarch, therefore she is an example for Christian conduct. If the other passages quoted are closely examined, it will be seen that they refer to a religious exercise—not profane amusement—an exercise to which piety and gratitude prompted.

Now do the dances of our day partake of a devotional nature? Are they not entirely devoid of every element of piety? Have they not a positive influence to impiety?

There is another important distinction between the modern dances and those of the Jews, to which we would particularly call the attention of the advocates of this "leaping exercise," (as the original word means.) There was in the Jewish dances no mingling of the sexes;—each sex performed separately. "There is," says one whose acquaintance with the Bible and ancient customs entitles his opinion to much weight, "no evidence from sacred history, that the diversion was promiscuously enjoyed, except it might be at the erection of the deified calf, when, in imitation of the Egyptian festival Apis, all classes of the Hebrews intermingled in the frantic revelry. In the sacred dances, although both sexes seem to have frequently borne a part in the procession or chorus, they remained in distinct and separate companies."

If we must have dances, let them be conducted after the manner of the Jews, else we cannot appeal to their example as authorizing them. Let them be devotional exercises, and let the sexes be kept separate. Let the males meet and dance by themselves, and the females by themselves. We presume, if this rule were enforced, the exercise would be indulged in less frequently, and to much less excess.

S. N. R.

Columbia, S. C., Jan. 23, 1889.

### FROM OUR FLORIDA CORRESPONDENCE.

No. 2.

For the Express.

#### MESSRS. EDITORS:—

I saw the "first frost of the season" in Haywood County. The trees did not sigh the evening before, nor hang their heads in the morning for nothing, for their tendrils died when the sun arose. "The melancholy days had come"—the saddest of the year."

The next object which attracted my attention was the young town of Webster. How great men are magnified by bestowing their names on insignificant objects! Could Daniel, the statesman, or Noah, the lexicographer, have, with prophetic ken, beheld that mountain namesake of theirs (or one of them) when ambition was urging them to win undying laurels with which to grace their nation's chapel, and hand down to a grateful posterity their own names, I imagine the one would not have toiled over Euclid before breakfast to invigorate his mind for the labors of the day in the National Councils, nor the other have traveled through so much literature, good or bad, to compile an "Unabridged." But such is the "fate of the gifted;" and for that reason, with others, your correspondent does not desire to be great. Curtis says, "Sad is the heritage of a great name, and truly; but does not the original possession of it, oftentimes put the owner to the blush at the freedom with which it is used? This, however, is one of our "unalienable rights" which Mr. Jefferson did not insert in the "Declaration," but which, in spite of the great wisdom of the "Sage of Monticello," has since been incorporated in our national usage;—I mean, the free and unrestrained use of our distinguished personages. In this "Glorious Republic," we can write books, and unhesitatingly dedicate them to our orators, poets, historians, &c. with the certainty that a sensation will be created thereby, much, no doubt, the chagrin of the so-named persons. Even doggeral can be written to President Buchanan, and many a "sonnet to his lady's eyebrow"—if he had one—with perfect security from "authorized seizures" for disturbing the free institutions of our land are favorable to the production of the "divine affluents."

Thus—the digression pardoned—I thought as I entered the above-mentioned village. I will not furnish the reader with an elaborate description of it, mentioning merely that I found it destitute of churches and school-houses, and abounding in those houses of another kind which indicated that the "Spirit of the Age" was not liberally patronized there.—But, dear reader, I must not be too explicit with single objects, else the winter will have passed before you reach with me this land of sunshine or flowers.

A Sabbath in Franklin, with a friend whose hospitality I can never forget, cheered me, and strengthened me for my journey. It was a cup of

cold water to a fainting traveler, and O, how inspiring the draught!

On the next day the majestic Nantahala was reached and crossed. From the top, behind me, was discernible the serpentine track which I had passed over, and I could not but wonder at the industry and perseverance which had accomplished it. Indeed, this Turnpike road, which extends from Asheville to the Tennessee line, is almost a miracle of art, and furnishes as great ease in traveling as any in the State, with the addition of as fine natural scenery as the eye can look upon. The valley of Valley River is a perfectly level plain, extending from the mountain to Murphy, the distance of eighteen miles, and with regard to scenery is an exact representation of the Hudson, without the water. The town of Murphy, which is just above the junction of, and lies between, two beautiful mountain rivers, was my stopping-place for several days, in order to rest.

It was my intention to review the country which I have just traveled over, and notice particularly the immense sources of wealth and comfort which here lie in an unimproved condition, but I defer the description, as I lately noticed the prospectus of a fuller report—as given by Mr. Colton in a work on Western North Carolina,—to which I refer the reader, believing it to be worthy of careful perusal, as the author has the ability to do this part of the State justice.\* Up to this time, the wild region of the West has been too little known, and its vast resources undervalued. Granite, Marble, Gold, Silver, Copper, Paints, Slates, rest there "alone in their glory." Fruits that Westbrooks—that Prince of Pomologists—might envy, abound, in quantity and quality equal to any other clime. And from the wonderful revelations of distinguished men who have of late visited the Alleghany regions, we may expect it to be at some time the best vine-growing region of the world. For a Summer resort, too, it is unequalled. Mineral springs of all kinds can be found; and better than all, the views of mountains that are capped with deep-green Balsams, and veiled with light clouds, of fleecy whiteness, whilst their drapery, rich in colors and variety of shades, reach from those tops, and drag in the valley beneath, which make the observer better by the mere sight. There is much truth in that expressive triplet of Landor:

"We are what suns, and winds, and waters make us;  
The mountains are our sponsors, and the hills  
Fashion and win their nursing with their dauntless."

But the "happy indifference" of the State towards this portion has caused its riches to be explored by others. The mineral wealth which is now in course of development by Northern companies, and English miners, is passing from the hands of our citizens into those of men whose every interest is foreign to those of the State, while the results of their labors, being transferred by other more suitable avenues, are enriching the Roads and people of our sister States. Cherokee copper and gold are carried to Ducktown, and Tennessee claims the treasure. Macon County fruits take the premiums at a Georgia State Fair, and Georgia pockets the honors. Native Sienna will yet be barreled and boxed for New York at a few cents per barrel, and sent back to be sold for so many dollars.

The beautiful rose-colored marble will go elsewhere to adorn the halls and drawing-rooms of those who will depreciate a people that would permit such a treasure to remain hidden so long.

Yet, Messrs. Editors, there may be indulged a hope for all this section.—And I would not say so to you—who think for so many people, as Editors necessarily do.—I would not impress your mind with any probability, unless I had strong evidence to corroborate my assertion. Here, then, I cannot refrain from introducing one who justly deserves notice; I mean, the honorable Senator in the State Legislature from the extreme western counties, I could not but admire the seal, which he infused into the very soul of his constituents, in favor of the Western Extension. So, Messrs. Editors, cultivate that Senator! He will yet have the iron-horse pawing through those western wilds, and as I believe the success of the enterprise depends, in a great measure, on him, I conjure you to cultivate him. Why, sirs, in those never-to-be-forgotten lodgings by the way, I found that subject the prevailing theme of talk in many homes. And now let your imagination conceive this picture. The "good woman" of the double cabin sat by the fire during a cold September evening, and busily occupied in the use of a domestic *meerscham* with a four-inch stem. That valuable article was supported by her left hand while her elbow on her knee supported her hand. Her right arm similarly located, supported her chin with forefinger reaching upward by the nose. Her only companion by the fireside was a pale stranger whose thoughts were running back to other days, and

Were with his heart, and that was far away."

Thick and fast, however, flew the questions to him about the country "Ayant the Ridge." And as the light-wind burnt dimly, and the imagination of "constituent" glowed with the pictures of the far-off region, the questioner would say, "Mr. C. can relieve himself of any burden of gratitude, which he may feel for this notice of his book; by sending me a copy gratis."

Mr. C. can relieve himself of any burden of gratitude, which he may feel for this notice of his book; by sending me a copy gratis.

tioned traveler about the "people who have cum from," their riches, their "finery," their smartness, and if the "childer could ride a rail-road as good as bigger folks?" His affirmative reply encouraged her, when laying down the pipe, and pressing her hands together to intensify her feelings, and smiling, she said:

"O, ain't it going to be fine?"

"What will be fine?"

"That ride, don't you know?"

He assured her of his ignorance on the subject.

"Well, bless me! I thought everybody knew it!" put in the admiring "constituent," with the intent to inform the stranger. "All of 'em about here know it. When that 'gine comes and then carts, I tell you we're agoin'! Stranger, you saw ole Brindle outthar, she's just the best mither in the neighborhood, and the way Sally is fixin' up butter for the camp, law me! Old man's going to take the taters and the apples; I've guth to carry the jeans which I'll swap for real noddin' home-pan; Sally, she'll take the butter and get the calico for her new frock, and Sam will go long jist to see. And there's our son-in-law, Hezekiah James what married our Peggy, and their childer (the childer wants to go and you said they could ride,) and the Holts, and the Higginses and the Browns and all of us, and the hull people, will get into them carts—what d'ye call 'em?—and we'll go rinky-tank, rinky-tank!" (here stranger tried to "pull a la engine, but broke down soon) "rinky-tank, away yonder! Bless me! Won't that be ge-lorious?"

"Very fine."

"And that ain't all neither!"

"Why, what more?"

"I tell you, Mr. T. says we'll ride for nothing the first time, 'cause he's going to make the legislator let us—"

Oh! me," "Hezekiah," she continued, "who is mighty smart, says he thinks it will be *unbelievably* on about; I don't know what that is, but I know it will be powerful nice."

The lightwood had burnt out, and the old lady added—"Stranger, as you are weakly, may be you'd like to go to bed," when being supplied with a candle, he said "Good night," which I now repeat to you, Messrs. Editors and friends.

D. C. R.

Marianna, Fla.

### News, &c.

#### The Legislature.

The Senate was engaged yesterday in considering the Revenue bill. No important amendments were made.

In the House, the bill modifying the restrictions on the Western Extension was postponed until this evening. The bill providing for the hiring out of free negroes for the payment of their debts, passed its second and third readings. The list of Justices of the Peace for Nash county was taken up, when Mr. Lewis addressed the House, very satisfactorily refuting the charges preferred by the Senator from Nash against the character of Mr. Cooke. The House, by a large majority, refused to concur with the action of the Senate striking out Mr. Cooke's name from the list of Justices. Mr. L.'s remarks, as sketched by our Reporter, will appear in our next.

The House during the day passed a number of unimportant bills through their second and third readings.

#### Standard of the 8th.

"The Democratic party is destined to shape the course of the ship of State as long as the Constitution exists, and until the destiny of our great country is fulfilled."—*Ex.*

How long will that be? How long will the Constitution exist, the Democratic party continuing to shape the course of the ship of State.

The ship of State! where is she now? Rudderless, and chartless, and compassless, she lies, a wreck, in a sea of trouble, helpless and hopeless.—There is mutiny on board. The crew have no confidence in her commander. Her papers are false. Her chart was the Constitution, and Union her port. But she altered her course. She cleared for one port, and was shaping her course for another. Her commander heeded not the signs of the coming tempest—but pursued his unconstitutional course regardless of the gathering storm. He sailed madly on, and with every stitch of canvas set, the storm struck the noble ship and she is now a wreck, rolling helplessly in the trough of the sea.

The Democratic party has shaped the course of the ship of State too long already. Under its direction that course has been a selfish course, an anti-national, sectional course, which, if longer pursued, will rend asunder the bands which bind the Union, and make shipwreck of the beautiful fabric.

"The destiny of our great country?" What is that destiny? Under Democratic guidance—a Democracy—the fate of Athens—of all Democracies—but under the lead of a national party—a national President, and national councils—the noble destiny which our father's God has marked out for her.

#### Wadeboro's Argus.

A gay young gentleman in St. Louis is entered a daguerrian establishment a few days ago and proposed to be done in the highest style of the art.—Pending the preliminary arrangement, he suggested that he would look better if he had on a gold chain, whereupon the operator kindly took out his watch and accompanying pendant, which he handed over with a patronizing air. The likeness was taken, the plate removed from the instru-



ment and removed to the darkened chamber, where certain mysterious enchantments are supposed to be pronounced. At this critical moment the gay young gentleman took his hat and departed, forgetting to leave behind him the watch and chain.

#### The N. C. Railroad—A Cheering Statement of its Operations and Prospects.

It is with pleasure as great as it was unexpected, that we have hastily compiled a pamphlet of 50 pages, just issued at Salisbury, containing a Report of the President and Directors of the N. C. Railroad to Gov. Ellis. It is dated as lately as the 20th January, and presents to the Governor, for the use of the General Assembly, an exhibit of the history, condition and affairs of the Corporation and the Road. And a highly encouraging exhibit it is, calculated to dispel, like mist before the sun, the erroneous views so generally entertained of the worthlessness of the stock held by the State and by individuals in this gigantic enterprise.

We need not follow the President and Directors in their minute statement; but our readers are entitled to a general statement of its results.

The road, which is 223 miles long, cost, to build and stock it \$1,907,982.44—equal to \$22,008.80 per mile, which, considering that it is one of the very best roads in the United States, with rolling stock equal to any, and shops more extensive and perfect than any, is certainly a reasonable sum, as compared with other roads in the country.

The work was commenced in the summer of 1851. The first train ran over the whole line in February, 1856.

The State at first subscribed \$2,000,000, and individuals \$1,000,000. The State afterwards made a subscription of \$1,000,000, of "preferred stock," on which the interest is to be paid before any dividend is made on the other three millions. The stock in the Company, therefore, consists of 400,000 shares, or \$4,000,000.

But the road cost \$907,982.44 beyond this sum. Where was this excess derived? The State authorized the issue of 8 per cent. bonds for \$350,000, (to meet which at maturity a sinking fund is provided,) and the Company received \$30,742.87 from interest premium, &c. In all \$380,742.87 deducted from \$907,982.44, leaves \$527,239.57 to be raised, to which add \$27,066.25 of unpaid subscriptions, makes an aggregate of \$554,305.82. And now comes the fact which has both surprised and cheered us, viz: that this large amount of over half a million of dollars has been paid out of the net earnings of the road. True, the Company has a floating debt of \$477,043.30, but against this it has available means in cash, State bonds, &c., of \$218,249.75; showing an additional sum of net earnings of \$41,205.36; and an aggregate of net earnings of \$396,110.18.

These net earnings for the second year's operations of the road, (to July, 1856,) were \$122,091.97; to July, 1857, \$162,924.63; to July, 1858, \$185,212.06; and for the months to January, 1859, \$112,544.98; showing a regular material increase every year.

The above figures show, that if there had been no debt to pay off, the profits would have paid the State, up to the 1st instant, \$210,000 on its million of preferred stock, and in 1856 two per cent. on the remaining three millions of stock; in 1857 three per cent., in 1858, four per cent., and in January, 1859, a semi-annual dividend of nearly three per cent. From all which it is manifest that, now that the debt is paid, dividends may be expected regularly. Whilst individuals will probably receive 5 or 6 per cent., the State sinking fund will receive from this road at least \$150,000 a year, a sum amply sufficient, with its other resources, to meet the State debt as it will fall due.

Now when we reflect that the public has been led to suppose that the road was not paying expenses, that its stock was worthless, and that nobody could tell the condition of its finances, we think we may call upon the public to rejoice over this exhibit, the accuracy of which, the Report says has been tested by the Officers and Directors of the Company, and may be easily tested by any one for the accounts are kept in plain and simple manner, and every department distinct.

The earnings of the road, from all sources, from September, 1854 (the first cars run) to January, 1859, (four and a half years) have amounted to \$1,130,262.58. The operating cost was \$596,080.15. This operating cost was 78 per cent. of the earnings for the first few months; then 47½ per cent; then 43½; then 43; and for the last six months 44 per cent; showing that the road is operated at very considerably below the usual per cent. of the earnings, and we are inclined to think below the proportion on any other road of which we have ever seen the results. Well may President Fisher say, after this exhibit,

"No instance can be pointed out of a Road in better condition, and having better promise of a prosperous future within four years of completion, than the North Carolina Railroad now has, and if the State and the Stockholders find nothing to approve in this, it would only show that still, as in the time past, differing from our neighbors, we yet, as a people, under-value whatever is at home."

As to the Shops, he clearly shows that they are at the right place for the benefit of the work, and that they are the most profitable part of the Company's property, as they certainly are indispensable to its convenient and safe operation.

The tone of the President's Report is in the most marked degree spirited; it is what is called spicy, cutting and slashing fore and aft at the grumblers, (among the Stockholders,) who not taking the pains to inform themselves of facts, have complained of many of the measures of the Board—the location and erection of the Shops, and the borrowing of \$350,000 at 8 per cent. interest, after they had utterly failed to get it on better terms, &c., &c., all the complaints growing out of and ending in the fact that dividends have not been paid. The following are samples of this tone, containing also interesting information:—

"Rail Road management consists of two branches:—1. The general policy as to freights, fares, property and mode of administration. 2. The administrative supervision, control and police."

"The first belongs to the Board of Directors to be determined and regulated. They must do so under the penalty of being denounced either for high rates, or for no dividends. These rocks approach too closely to sail between them—it is impossible. If the rates are too low to pay good dividends, the Board must answer for it;—if dividends are paid, clearly the money is taken from the people (who ought to receive the benefit of this public work) to go into the pockets of the capitalist. Is this just or truth? Let every man say. What then is the moral?—Why, that Boards of Directors must see well what is alike just to the community and to the owner of shares, without overmuch care for applause or blame. Poor must be the fate of that public enterprise whose policy fluctuates and vacillates at the noise of public clamor, chiefly made by those who have the least interest and the worst temper."

"Rail Roads are as dangerous as magazines in war. Their weak, incompetent or rash management may scatter death and destruction along their line—witness the annals of appalling disasters. Yet men ignorantly talk of this management, as if it were a matter of mere dollars—claiming of extravagant expenditure to make safe Roads, as if the question was of a highway for an ox wagon—clamor for low wages, as if good and competent and skilful men may be had for this most dangerous and wearing life, at the rates of common labor—abuse the building and maintenance of shops for repairs, as if the complex machinery of a Locomotive could be kept in order with a common blacksmith, forge and fixtures. Wholly forgetting that upon the safety of the Road track depends the safety of the Train—a truth so deplorably neglected on our American Roads—forgetting that the living freight of human life following the engine is in the hands of the man who guides and controls this terrible power, and who constantly, in season and out of season, risks his own life in this perilous service, for the wages grudgingly allowed to him; and forgetting that a single piece of bad or defective work about engine or train, may cause a sudden destruction of the whole."

"This is truth little comprehended or thought of by those who talk of Rail Road management, as if they knew anything about it, and who consider but one point—the making of dividends. The penny wise advocates of cheap roads, half built—of low wages, for incompetent and unskilful men—of no expenditures to repair or shelter broken down engines."

"As opposed to such notions, I have made no concessions to them. My policy of the Road has been according to strict discipline, by which alone a Rail Road can be safely and profitably managed. It has been my effort to finish the Road construction, so as to make it safe and permanent. To complete the Shops, so that they may be entirely available for all Repairs, and for all work of the Road. To secure for the Trains of all classes the services of men competent, faithful, sober, and skilful—to have any other kind at no price—and to pay to such just and good wages."

"For the question whether this management has resulted well or badly, there can be stated as follows: Up to the present date, no disaster has happened to any passenger train on the road, during my term of nearly four years—and only twice in this time has any engine of a passenger train left the track, once from running over a horse at night, and once lately from some unknown cause, in neither case causing any injury to persons, and but small damage."

"It is an opinion existing generally, that the contractors on this work made their stock clear. This is founded in error—is an injurious impression, prejudicial to the men who did the work, and has led to a conclusion not warranted by any facts—the belief that the State, in any works where she is a party, furnishes all the capital of construction. Undertake to say—from a knowledge of individual contractors—that there are a larger number whose stock cost them, in the working out, above par—than of those who made fifty per cent. of that stock clear, and if it was a fact that any have made their stock, or a part of it, as profit, on work done, this profit, so far, has not been of available value, but stands as an investment. The building of Rail Roads is attended with extraordinary hardship, risk and cost, and it

is true, that not one man in four manages such work well.

"The only cause which has saved many contractors from losses on this Road, is to be found in the appreciated value of real estate, in consequence of its construction. There is in this some reason why Stockholders, as well as the State, should not be unreasonably clamorous for dividends of profit—because, the general influence of the work has made a sound prosperity to compensate for the interest on stock held. To landholders the appreciation of value has made a direct return. Her prosperity is increased—her revenue is increased—and her character rises with both—*pari passu*. Upon the line of this Road, and within its influence, adjacent, the appreciation in real estate, since 1849, has been not less than *Ten Millions*. Strike the Road from existence and before twelve months, its value would fall more than *Ten Millions*."

"Such, and so great has been the effect of a Work habitually referred to by many persons as wholly unprofitable to the State. This is not very strange while coming from those so remote from it as to feel no direct benefit, and who enquire no farther than to ascertain that it has not paid dividends to the Treasury, and has cost more than its capital provided. But, it is not more strange, that people, who a few years ago, were almost without hope in trying to devise some scheme, to give them access to the markets of the world, and a means of passage abroad better than impassable roads—who would willingly have given a tithe of their revenue, if so only to be obtained, for securing this now that they have it, are full of complaints at the lack of dividends, as if they had invested as capitalists—and are free in their wisdom and large experience of Rail Road management, is discovered to be not judicious. The cost of this Road is a less cost, than that of any other Road elsewhere has been, for its line. The whole Road, with all its appurtenances is good, as it is substantially and well finished, for permanency, for safety and for economy in operating."

Mr. Fisher closes his able defence of himself and the Road as follows:—

"All these facts have been shown in the Annual Reports of each year. If any are not informed, it is because they have neglected to read. We are not chargeable with their ignorance. The whole management of the Road has been conducted by those, and by others having their own objects of interest, or of personal or partisan schemes to advance. The censure and abuse of such is of no consequence, except so far as it deceives the honest."

"The facts appear to be:—That I have completed the Road construction, as fully perhaps as Rail Roads are usually completed—have paid its liabilities out of the Road earnings—have operated the Road at an average cost of less than 45 per cent. of the gross earnings—have been so fortunate, under the merciful deliverance from disaster of a Higher Power, as to conduct its always dangerous transportation of life and property with extraordinary safety and security to both—and can now surrender to the State her important work, (as I would be glad to do to-day,) in good order and condition, free of incumbrance, ready to make returns of profit, and with a clear future of prosperity."

"This, sir, is all I proposed to myself, when, under circumstances of urgency, I assumed the administration of this work—a charge not only wholly unsought by me, but most unwillingly undertaken. Undertaken, because believing the progress of our system in the State would depend upon the success of this work; I did not feel authorized to refuse my services at the call of the State and the stockholders. I need not say to those who best, that the charge has been one full of heavy responsibility, as well as of labor, and one most unprofitable to me."

#### Commercial.

List of persons having goods remaining at the Stateville Depot up to February 9, 1859.

R. W. Richardson 3 bbls. D. C. Crawford 1 bbl. Dr. Collett 1 bbl. J. Johnson 1 bbl. Dr. C. Hap 1 bbl. 2 boxes. J. B. Andrews, J. W. Stockton, P. Elder 2 boxes. M. Bailey do. J. Sherrill do. W. Jenkins 3 do. Gray, Bryan & Co 1 lot marble. W. H. Bailey 1500 lb. W. B. Jones 1200 lb. E. B. Drake & Son 1 lot Printing materials

#### Married.

In Alexander county, Feb. 8th, by the Rev. Walter W. Pharr, Dr. Isaac Wilson of Mecklenburg, to Mrs. Susan M. McIntosh.

#### Advertisements.

**NEW AND FASHIONABLE Furniture WARE ROOMS, in Charlotte, N. C.**

J. M. SANDERS & Co.

Are constantly receiving from New York, Boston, &c., a general assortment of the most fashionable FURNITURE, which they will sell at extremely low prices for Cash, and every article warranted to give satisfaction. Those in want of good Furniture, at very low prices, will please give them a call.

Also, on hand, FISK'S METALLIC BURIAL CASES. J. M. SANDERS & Co. Charlotte, N. C.

Feb. 11, 1859.—10-1y

**FRESH Landreth & Son's GARDEN SEEDS**

JUST RECEIVED, a large and well-selected supply of GARDEN SEEDS, direct from the celebrated firm of LANDRETH & Son, for sale at

THE VARIETY STORE OF S. J. RICKERT, STATESVILLE, N. C.

Feb. 11, 1859.—10-1y

#### Building Lot for Sale IN STATESVILLE.

The Lot lying between the Post Office and Jos. W. Stockton's corner, measuring 32 feet front and 109 back, is for sale. Those wishing to purchase will please apply to Mr. C. A. CARLTON.

JOHN H. DALTON, Feb. 11, 1859.—10-1y

#### Land and Negroes AT PUBLIC SALE.

I will sell, at the late Residence of PLACEBO HOUTSON, Deceased, On the 16th day of March, THE VALUABLE FARM Belonging to the said Deceased, consisting of 1,600 or 1,800 acres, including his Dwelling, and all necessary Out-buildings. The larger part is in woodland, well timbered, and well adapted to the growth of Tobacco. There are 150 or 200 acres of low grounds in cultivation. Also, at the same time and place, all the property belonging to said Estate, consisting of

19 NEGROES, Men, Women, and Children, most of them being young and likely, including 2 good Blacksmiths.

Also, A good stock of Mules and Horses, Cattle, Hogs, and Sheep, several hundred bushels of Corn and Wheat, Hay, &c., 2 sets Blacksmith's Tools, several Wagons, Farming Tools, Household and Kitchen Furniture, &c.

Sale to continue from day to day until all is sold. Terms made known on the day of sale. All persons indebted to the Estate will please come forward and make payments, and those having claims against the Estate will present them for payment.

JOHN H. DALTON, Executor. February 9, 1859.

I will also sell Privately, LOT No. 3, in the TOWN of NEWTON, Catawba County, AND

LOT No. 3, in the TOWN of MOCKS-VILLE, Davie County.

Persons wishing to purchase will please address the Subscriber, at Houtsonville, Ire-dell County, N. C.

JOHN H. DALTON, 10-1y

Watchman copy until day of sale, and forward bill to subscriber.

**5 Bbls. Machine Oil,** Very superior, at only \$1.25 per gallon.

W. H. WYATT, Salisbury, N. C.

**5 Bbls. Machine Oil,** Refined Lard Oil, at only 75 cts. per gal.

W. H. WYATT, Salisbury, N. C.

**10 Bbls. Tanner's Oil** A Superior Article, at \$15. per bbl.

W. H. WYATT, Salisbury, N. C.

**5 Bbls. Tanner's Oil,** Warranted Pure Strain, \$1. per gal.

W. H. WYATT, Salisbury, N. C.

**15 Bbls. Varnish,** Damar, Japan, Leather, Coach Body, Asphaltum, Copal, Furniture, and Picture.

Sold at Manufacturers' prices, by

**W. H. WYATT, Wholesale and Retail DRUGGIST, SALISBURY, N. C.**

**Seeds, Seeds, Seeds.** RED CLOVER, TIMOTHY, BLUE GRASS, ORCHARD, LAWN GRASS, And

A general assortment of Landreth's Garden Seeds, Just received, by

W. H. WYATT, DRUGGIST, Salisbury, N. C.

Feb. 4, 1859.—9-2m

**For Rent, AT DAVIDSON COLLEGE, N. C.**

The Subscriber has an EXCELLENT STORE, With suitable Rooms attached for Ready-made Clothing, Hats and Caps, Boots and Shoes, &c., &c., which he will rent for any number of years, if application be made soon. Possession can be given immediately.

H. P. HELPER, Feb. 4, 1859.—9-3w

**Just received, And for sale by T. H. McRORIE, SUGAR, COFFEE, SALT, MOLASSES, SODA, SOLE LEATHER, A large and well-selected assortment of KING'S MOUNTAIN IRON; Also, RED CLOVER SEED, TIMOTHY GRASS SEED, ORCHARD GRASS SEED, Jan. 28, 1859.**

All persons indebted to me, by note or otherwise, are requested to pay up by February Court.

T. H. McRORIE, 8-1y

**Notice.** Having bought my PARTNER'S INTEREST in the STATESVILLE TANNERY, together with Stock, Notes, and Book Accounts, I am now sole proprietor of the concern, and expect to carry on the business pretty extensively. Myself or my Agent will always be found in attendance, to accommodate in any way desirable.

GOOD HIDES always acceptable at the Yard. All those indebted to the late firm are requested to pay up. Good Hides taken in discount on the old claims, or any way. Good Leather given in exchange, or cash paid for Hides.

S. A. SHARPE, Jan. 28.—8-3t

**Blanks.**

#### NEW CROP Molasses.

5 bbls. Prime New Crop MUSCOVADO MOLASSES, just received, and for sale by Wm. S. CASON. Feb. 4, 1859.—9-1m

#### Valentines!

A large assortment of beautiful VALENTINES, For sale at the FANCY STORE OF S. J. RICKERT.

Feb. 4, 1859.—9-2w

**Look Here!** If you owe us, and intend to pay, come up and say so, between now and February Court week. After that time our claims will be put out for collection. We mean what we say. REESE & STIREWALT. Jan. 28, 1859.—8-1y

**RETURN MY GUN!** THE person who carried a double-barrel Shot Gun from my room, about Christmas, will be so clever as to return it, without delay.

JOHN WREN, Jan. 21, 1859.—7-1y

**New Crop MOLASSES** 600 Hhds. of choice New Crop Cuba Molasses, expected direct from Cuba during the month. For sale by

HEATHWAY & Co. Wilmington, N. C. Jan. 10, 1859.—6-1m

**W. H. Wyatt, WHOLESALE AND RETAIL DEALER IN DRUGS, MEDICINES, &c.** Paints, Oils, Dye Stuffs, Brushes, Window Glass, Varnish, &c., &c., &c.

**SALISBURY, N. C.** Jan. 1, 1859.—5-1y

To the Physicians, Farmers, and Mechanics of Western North Carolina.

**E. Nye Hutchison & Co.,** Irwin's Corner, CHARLOTTE, N. C.

Offer a very large and varied Stock of

**DRUGS, Medicines, &c.** OILS, &c.

Pure Sperm, Whale, Sea Elephant, Lamp, Lard, and Machinery.

TANNERS' OIL, from 65 cts. to \$1.15 per gallon, warranted pure.

LINSEED OIL, at Manufacturers' price.

BURNING FLUID, TURPENTINE, and ALCOHOL, 95 cts. per gallon by the Bbl.—very low.

VARNISHES, Coach, Im. English Finishing, Furniture, Copal, (extra No. 1 and No. 2.) Leather, Picture, Damar, and Grecian.

JAPANS, Black and Brown.

**PAINTS, &c.** PURE WHITE LEAD IN OIL, by the lb. or ton, from 8¢ to 12¢ cts. per lb.

SNOW-WHITE ZINC, CHROME GREEN, CHROME YELLOW, PARIS GREEN, BURNT and RAW UMBER, &c., &c.

A large assortment of

**PAINT BRUSHES.** French and American

**WINDOW GLASS,** PUTTY, Ready for use in Cans and Bladders.

French, English, and German

**PERFUMERY.** TOILETTE COMBS AND BRUSHES. GENUINE COLOGNE.

Churchill's Preparation of the Hypophosphates, for the CURE of CONSUMPTION. Medical Cases and Surgical Instruments.

Sole Wholesale Agents of HOLLOWAY'S PILLS and Ointment in Western N. Carolina.

WOOD'S HAIR RESTORATIVES, by the dozen or gross.

FRESH CONGRESS WATERS, by the case.

SNUFF—different kinds—by the jar, bladder, or barrel.

CIGARS, by the 1,000.

**GARDEN SEEDS,** Just received, from Landreth & Son, of Philadelphia, and from Thornburn, of New York.

**GRASS SEEDS, last crop; RED and WHITE CLOVER, ORCHARD, HERD'S, LUCERNE, & BLUE GRASS.** List of Prices, when desired, sent by mail. Orders respectfully solicited.

E. NYE HUTCHISON & CO. Charlotte, N. Carolina.

Jan. 21, 1859.—7-1y

**Notice.** The Subscriber wishes to PURCHASE 15 or 20 Likely Young Negroes, For which he will pay the highest cash prices. All communications addressed to me at Statesville, will receive prompt attention.

Y. S. DEAN, Dec. 22, 1858. 3-1y

**Notice.** THE SUBSCRIBERS TO THE FEMALE COLLEGE will pay their subscriptions TO JOS. W. STOCKTON. We are in imminent need of funds. Dec. 34, 1858. 4-1y

#### HENDERSON & ENNIS, Wholesale and Retail Dealers in

**DRUGS, Medicines, AND Chemicals,** Paints, Colors, Varnishes, Brushes, Window Glass, Putty, Dye Stuffs, &c., Linseed, Lamp, and Machinery Oil, Kerosene Oil and Burning Fluid, Lamps of every description, Perfumery and Toilet Articles.

**GARDEN SEEDS, CLOVER AND GRASS SEEDS, PURE WINES AND LIQUORS, for Medicinal Purposes, FINE SEGARS, TOBACCO, &c., &c.** SALISBURY, N. C.

7-1y

**Something Good.** BLUE FISH AND MULLET, Of the best quality, for sale.

SALT, In large seamless sacks, cheap for cash. J. W. STOCKTON. Dec. 17, 1858. 3-1y

**HOFFLIN'S Clothing Emporium, MANSION HOUSE CORNER, SALISBURY, N. C.**

Where the best assortment of Ready Made Clothing is at all times to be obtained at low prices. My Stock consists of

Coats, Pants, Vests, Overcoats, Drawers, Under Clothing of every description, Boots, Shoes, Hats, Caps, &c.

M. HOFFLIN, Mansion House Corner, Salisbury, N. C. Jan. 7, 1859.—5-6m

**North Carolina Mechanics' SNOW CAMP Machine Shop AND Foundry,** ALAMANCE COUNTY, N. C.

THE Proprietors of this establishment would inform their friends and the public generally, that they are still manufacturing FROM TWO TO SIX HORSE POWER

**Wheat Threshing Machines,** With Wrought or Cast Iron Cylinders, of all sizes, either portable or stationary.

The latest improved Wrought Cylinders, the teeth being inserted through the bar, square with the tap on the inside, which obviates all difficulty in reversing the teeth, when one side gets worn. These machines will suit the wants of every farmer.

**Sugar Cane Crushers.** [We are also manufacturing, upon the best model, a superior series of Sugar Cane Crushers, which have sufficient capacity, with one good horse, to extract 50 gallons of juice per hour, and it only occupies a space of about 3 feet, so that the mill is very portable. We do not hesitate to say, that our Cane Crushers are the best that have ever been introduced into the State, and every farmer growing cane should possess one.]

We still manufacture Factory Gears, Circular Saws, Grid and Saw Mill Irons of every description, Cutting Machines of different kinds and sizes, Corn Shellers, Sifts, Machines; all kinds of Cutting and Machine work made to order, at short notice.

A good supply of material on hand, and the work done by experienced workmen, and under the supervision of the proprietors, who are practical mechanics. Having had many years experience, they do not hesitate to say, that no effort will be spared on their part to give general satisfaction.

Send in your orders for those celebrated Machines, that you may be furnished in good time for this season.

Anything in our line will be delivered on the N. C. Railroad at Graham's, marked as directed.

Terms reasonable, to suit the times. All orders for work, or letters on business, addressed to S. Dixon, Davidson & Co., Snow Camp, Alamance County, N. C., will receive prompt attention.

SOLOMON DIXON, CALEB DIXON, BERRY DAVIDSON, P. S. BENBOW, Proprietors.

Feb. 2, 1859.—9-1m

**CUMBERLAND COUNTY FAIR.** Held the 3d, 4th, and 5th November, 1858.

Report of Committee on Steam, Horse, and Hand Power Machinery: One Sugar Cane Crusher is exhibited by Perry Davidson, and manufactured by S. Dixon, Davidson & Co. This is a first-rate article, well gotten up, and well made. In the opinion of the Committee it is better adapted to ordinary farm use than any thing they have seen.

One Double Iron Spout Corn Sheller, by the same parties; very good at the price, and very well made.

One Cutting Machine, for cutting oats, straw, fodder, shucks, or corn-stalks; a first-rate machine, requiring less hand power than any thing of the kind to do the same work. Dec. 10, 1858. 2-6mo

**Snow Camp Machine Shop, Alamance.** Persons wanting to purchase Threshing Machines, Sugar Mills, Circular Saws, and other Machinery (for which see advertisements) will find this the best Foundry in the State at which to procure them. The partners are all mechanics, and will send nothing but first rate jobs, warranted. Orders for work wanted to be delivered next Spring and Summer, should be sent in at once, either to the Agents in Statesville, or S. Dixon, Davidson & Co., Snow Camp, Alamance County, N. C. A list of Prices may be seen at the Agency in Statesville, where orders will be received.

**PLAIN AND ORNAMENTAL BOOK AND JOB PRINTING,** Executed with neatness and despatch, and on moderate terms, AT THE IREDELL EXPRESS OFFICE.

**Wanted,** At the Irdeell Express Office, 5,000 good and responsible Subscribers, for which the very best Paper will be exchanged.

#### PHYSICIANS Will find a select Stock of

**Pure Chemicals, EXTRAOTS, PHARMACEUTICAL Preparations, SURGICAL INSTRUMENTS, &c., &c.**

Great care is exercised in the preparation of SYRUPS, TINCTURES, FL



